

CLAIMS

1. In a vehicle having a powertrain system and a brake system, a method of maintaining a vehicle at a substantially zero speed on a graded surface, the method comprising:
 - determining that the powertrain system is supplying a hold torque, the
 - 5 hold torque having a magnitude sufficient to substantially maintain the vehicle at a substantially zero speed on the graded surface; and
 - automatically applying a brake torque from the vehicle brake system at a magnitude at least equivalent to the hold torque to thereby maintain the vehicle at the substantially zero speed.
2. The method of Claim 1, further comprising:
 - determining that the powertrain system has supplied the hold torque for a time period.
3. The method of Claim 2, further comprising:
 - determining that a driver of the vehicle has requested the hold torque from the powertrain system using an accelerator pedal.
4. The method of Claim 3, further comprising:
 - determining that the accelerator pedal is at least at a predetermined position for at least the time period.
5. The method of Claim 2, wherein the powertrain system includes an electric motor, and wherein the method further comprises:
 - determining that the electric motor is being supplied with current having a magnitude substantially equivalent to a stall current for at least the
 - 5 time period.

6. The method of Claim 1, further comprising:
increasing the brake torque from the brake system; and
substantially simultaneously reducing the torque supplied from the
powertrain.
7. The method of Claim 6, wherein:
the brake torque from the brake system is increased to at least the hold
torque magnitude at a first rate; and
the torque supplied from the powertrain is reduced at a second rate.
8. The method of Claim 1, further comprising:
determining that a vehicle driver no longer wants to maintain a
substantially zero speed; and
in response to this determination, releasing the brake torque supplied
5 from the vehicle brake system.
9. The method of Claim 8, wherein the step of determining that a
vehicle driver no longer wants to maintain a substantially zero speed
comprises:
determining that the vehicle driver has requested the powertrain system
5 supply a movement torque, the movement torque having a magnitude that
exceeds the hold torque by at least a predetermined magnitude.
10. The method of Claim 9, wherein the step of determining that
the vehicle driver has requested the movement torque comprises:
determining that an accelerator pedal is at least at a predetermined
position.
11. The method of Claim 8, wherein the step of determining that a
vehicle driver no longer wants to maintain a substantially zero speed
comprises:

determining that the vehicle driver has requested the powertrain system
 5 supply a roll torque, the roll torque having a magnitude that is at least a
 predetermined amount less than the hold torque.

12. The method of Claim 11, wherein the step of determining that
 the vehicle driver has requested the roll torque comprises:

determining that an accelerator pedal is at least at a predetermined
 position.

13. The method of Claim 8, wherein the vehicle further includes a
 transmission, and wherein the step of determining that a vehicle driver no
 longer wants to maintain a substantially zero speed comprises:

determining that the vehicle driver has placed the vehicle transmission
 5 in either (i) neutral or (ii) in a gear that will allow the vehicle to move in a
 direction opposite that which gravitational force urges the vehicle to move on
 the graded surface.

14. The method of Claim 8, further comprising:

reducing the brake torque supplied from the brake system from the
 hold torque magnitude to a substantially zero magnitude at a first rate; and
 increasing the torque supplied from the powertrain system at a second
 5 rate.

15. The method of Claim 1, further comprising:

determining that the vehicle has a substantially zero speed; and
 determining that the graded surface has a grade of a predetermined
 magnitude.

16. The method of Claim 1, further comprising:

providing an indication to a vehicle driver that the vehicle brake
 system is applying the brake torque.

17. The method of Claim 16, wherein the indication is an indicator light.

18. A control system for maintaining a vehicle at a substantially zero speed on a graded surface, comprising:

a powertrain controller adapted to receive one or more signals representative of vehicle powertrain system status and operable, in response thereto, to (i) determine that the powertrain system is supplying a hold torque and (ii) issue a brake apply request signal in response to the determination, the hold torque having a magnitude sufficient to substantially maintain the vehicle at a substantially zero speed on the graded surface; and

a brake controller coupled to receive the brake apply request signal from the powertrain controller and operable, in response thereto, to issue a vehicle brake apply command to a vehicle brake system to thereby cause the vehicle brake system to apply a brake torque at a magnitude at least equivalent to the hold torque whereby the vehicle is substantially maintained at the substantially zero speed.

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19. The system of Claim 18, further comprising:

a timer circuit operable to measure a time that the powertrain system has supplied the hold torque,

wherein the powertrain controller is in operable communication with the timer circuit and is further operable to issue the brake apply request signal when the time measured by the timer circuit is at least a first time period.

20. The system of Claim 19, wherein the powertrain controller is adapted to receive an accelerator position signal representative of a vehicle accelerator pedal position and is further operable, in response thereto, to issue the brake apply request signal when the accelerator position signal has at least at a first predetermined magnitude for the first time period.

21. The system of Claim 19, wherein the powertrain system includes an electric motor, and wherein the powertrain controller is adapted to receive a signal representative of a current magnitude being supplied to the motor and operable, in response thereto, to issue the brake apply request signal
 5 when the current magnitude is at least substantially equivalent to a stall current for the first time period.

22. The system of Claim 20, wherein:
 the vehicle brake command issued by the brake controller causes the brake system to increase the brake torque to at least the hold torque magnitude at a first rate; and
 5 the powertrain controller, in response to the vehicle brake command, causes the powertrain system to decrease the torque supplied therefrom at a second rate.

23. The system of Claim 20, wherein:
 the powertrain controller is further operable, in response to the accelerator position signal having at least a second predetermined magnitude, to issue a brake release request signal; and
 5 the brake controller is further operable, in response to the brake release request signal, to issue a brake release command to the vehicle brake system to thereby cause the vehicle brake system to release the brake torque.

24. The system of Claim 23, wherein the second predetermined magnitude is greater than the first predetermined magnitude.

25. The system of Claim 23, wherein the second predetermined magnitude is less than the first predetermined magnitude.

26. The system of Claim 23, wherein:

the powertrain controller is further operable, in response to the accelerator position signal having at least the second predetermined magnitude, to supply a signal representative of a decreasing hold torque request; and

the brake controller is further operable, in response to the decreasing hold torque request signal, to release the brake torque at a rate.

27. The system of Claim 18, wherein:

the powertrain controller is adapted to receive a signal representative of vehicle transmission status and is further operable, in response thereto, to issue a brake release request signal when the vehicle transmission signal indicates that the vehicle transmission is moved from a first directional movement status to either (i) a neutral status or (ii) a second directional movement status that is opposite the first directional movement status; and

the brake controller is further operable, in response to the brake release request signal, to issue a brake release command to the vehicle brake system to thereby cause the vehicle brake system to release the brake torque.

28. The system of Claim 18, further comprising:

a road grade sensor in operable communication with the brake system controller and operable to (i) sense a grade magnitude of the graded surface and (ii) supply a road grade signal representative of the sensed grade magnitude,

wherein the brake system controller is further operable to issue the vehicle brake apply command if the sensed grade magnitude exceeds a predetermined grade magnitude.

29. The system of Claim 18, wherein one of the powertrain controller and the brake system controller is further operable to generate an indication signal that the vehicle brake system is applying the brake torque.

30. The system of Claim 29, further comprising:
an indicator light coupled to receive the indication signal and
illuminate upon receipt thereof.

31. An automobile, comprising:
a powertrain system including:
an engine operable to supply an engine torque, and
a transmission coupled to receive the engine torque and
5 operable to selectively transmit the received engine torque to one or
more vehicle wheels;
a powertrain controller coupled to receive one or more signals
representative of vehicle powertrain system status and operable, in response
thereto, to (i) determine that the powertrain system is supplying a hold torque
10 and (ii) issue a brake apply request signal in response to the determination, the
hold torque having a magnitude sufficient to substantially maintain the vehicle
at a substantially zero speed on the graded surface;
a brake controller coupled to receive the brake apply request signal
from the powertrain controller and operable, in response thereto, to issue a
15 vehicle brake apply command; and
a vehicle brake system coupled to receive the vehicle brake apply
command and operable, in response thereto, to apply a brake torque to each
vehicle wheel at a magnitude at least equivalent to the hold torque, whereby
the vehicle is substantially maintained at the zero speed,
20 wherein the vehicle brake command issued by the brake controller
causes the brake system to increase the brake torque to at least the hold torque
magnitude at a first rate; and
wherein the powertrain controller, in response to the vehicle brake
command, causes the powertrain system to decrease the torque supplied
25 therefrom at a second rate.